

AGENDA ITEM 51

Comments from Commissioners.

Commissioner Limmer expressed sympathy toward the Atwood family for the loss of their son over the weekend.

Gene Taylor asked that bond forfeiture collections be discussed at the September 11, 2001 meeting.

COMMISSIONERS' COURT RECESSED AT 11:27 A.M. ON TUESDAY, SEPTEMBER 4, 2001.

COMMISSIONERS' COURT RECONVENED AT 1:40 P.M. ON TUESDAY, SEPTEMBER 4, 2001.

AGENDA ITEM 52

Work Session on Roads.

The following person addressed the court concerning road issues:

Mike Weaver of Prime Strategies, Inc.
Nancy Ledbetter, Special Projects Coordinator, Williamson County
Tom Williams of Alliance-Texas Engineering Co.
Pix Howell of Land Strategies, Inc.

< Attachment >

**Williamson County Commissioners Court Worksession
September 4, 2001**

1. CAMPO Plan Update and Schedule - Nancy Ledbetter, Tom Williams

- Demographics
- Plan Update
- Air Quality issues
- Schedule

2. Multi-Corridor Plan Update - Michael Weaver, Tom Williams

- Model / Plan update activities
- 2007 Network / Forecast
- Schedule

3. Area Studies - Pix Howell

- CR 276 area
- Georgetown Loop - Leander Highway to IH-35
- Hutto Loop area
- Wyoming Springs / O'Connor / Arterial C
- US 79 / Chandler Road

4. Peer Review Multi-Corridor Plan Update - Michael Weaver

- Prosperity and Quality of Life Proposal
 - Issues / Objectives
 - Proposed Program - Schedule

5. Other Items - Michael Weaver

M e m o r a n d u m

To: Williamson County Judge John C. Doerfler
Hon. Commissioner Mike Heiligenstein, Precinct 1
Commissioner Greg Boatright, Precinct 2
Commissioner David Hays, Precinct 3
Commissioner Frankie Limmer, Precinct 4

From: Michael J. Weaver
Prime Strategies, Inc.

Regarding: Road Bond Program Public Meeting Schedule

Date: August 31, 2001

Two Public Meetings have been confirmed as follows:

Parmer Lane North Extension
Tuesday, September 18, 2001
6:30 PM - 8:30 PM at the Village Elementary School Cafeteria

Parmer Lane South Extension
Thursday, September 20, 2001
6:30 PM - 8:30 PM at the Williamson County Annex Building in Cedar Park

Arrangements for the Public Meetings for CR 412, CR 137 and CR 300 are being finalized and the meetings should be held no later than the week of September 24, 2001. The Public Meetings will all follow the same format. Various route and alignment materials will be on display for viewing by the public. County staff and Road Bond team members will present initial findings and take questions and comments.

P:\Prime Strategies Data\Projects\WC-0155\Public Meetings_mem.wpd

Maintaining Prosperity and Quality of Life in Williamson County

Issue focus:

As the second fastest growing county in Texas and the nineteenth fastest growing in the U.S., Williamson County seeks a balance of infrastructure investment, new development, open space, city trappings, rural character and economic opportunity. In that context, the question should be asked, "how will we grow?"¹

Communities in high growth areas across the United States are faced with a choice of economic progress versus quality of life. That choice is a false one when the issues are measured through a more comprehensive look at development patterns, parks planning, conservation, urban design, tax base, as well as the relationship between county, municipal, state and federal law.

Infrastructure (roads, water, wastewater, etc.) investment and land use are inextricably intertwined. Federal law recognizes that relationship through policies adopted when Congress undertakes its multiyear authorization of transportation spending. At the state level, the relationship of land use and transportation also has been acknowledged modestly through the passage of SB 873, which provides for increased county infrastructure standards and planning for subdivisions. Furthermore, the relationship between municipal and county land development regulation is evolving (*i.e.*, HB 1445 provides for the coordination of plat approvals in the ETJ). In this context, the County could appropriately ask, what tools and strategies will enable it to harness its growth so that new development is sustainable in terms of both fiscal policy and quality of life?

Objective:

Over the next couple of years Williamson County will be implementing and updating the Multi-Corridor Transportation Plan and preparing for the federal re-authorization of TEA-21. To support those efforts, the County should undertake a comprehensive policy analysis through peer review that is supported by a stakeholder-based public involvement process.

Potential issues to be considered include but are not limited to:

- Mechanisms for integrating land development planning into roadway planning, including rulemaking under SB 873;
- The role of conservation subdivision planning (*i.e.*, maintaining a clear edge between town and country) while meeting housing needs affordably;
- Coordinating transportation, utility and land use planning among all governmental authorities and jurisdictions within the county;
- The role of regional planning initiatives;

¹ The question often is posed falsely as "whether we will grow" or "where will we grow"?

- The role of the existing metropolitan planning organization (CAMPO) and the council of governments (CAPCO), and the benefits/problems of a separate MPO;
- The integration of large commercial facilities into the community;
- Leveraging and the coordination of past and future public investment in parks, open space and environmental conservation easements;
- The conservation of privately owned open space through non-regulatory means;
- Funding sources available for anti-sprawl measures;
- The economic effects of trends versus vision growth; and
- Future freight and commuter rail options for the corridor extending from south of San Antonio north to D/FW.

Proposed Program:**Phase I**

- A. Prepare basic trends analysis (population, employment, land use) of the extent and nature of growth expected.
- B. Identify and coordinate stakeholder representatives.
- C. Develop a peer panel from representatives of entities such as the ULI, Lincoln Land Institute, National Association of Counties, National Association of Regional Councils, The Smart Growth Network, and local experts, in order to identify key factors for integrating (i) infrastructure investment, (ii) the planning of new development, (iii) open space investment, and (iv) quality of life factors.
- D. Facilitate stakeholder focus groups to present initial analysis of peer panel and to receive stakeholder feedback.

Phase II

- A. Undertake workshops (countywide or by precinct) to explore issues that have been refined through the peer panel and focus group processes.
- B. Develop follow up mechanisms for governance, ongoing community involvement, funding and implementation.
- C. Prepare interim report of findings, analysis and proposed implementation steps.

Phase III

- A. Present report of findings, analysis and proposed implementation steps to peer panel for feedback.
- B. Present final report to Commissioners' citizens of Williamson County.

Exhibits B and C**Services to be Provided by Planner
and Work Schedule**

For overview of issues and objectives for Work Authorization, see attached document entitled "Maintaining Prosperity and Quality of Life in Williamson County."

Phase I:

- A. Catalogue and analyze current land use, fiscal and transportation policies; and prepare basic growth trends assessment to prepare for peer panel.

(Sept./Oct. 2001)

- B. Facilitate stakeholder focus groups (minimum of 2) and/or mail questionnaire to stakeholders in preparation for peer panel. Stakeholder groups include, but are not limited to, area cities, utility providers, special interest groups such as Blackland Conservancy, TxDOT, Capital METRO, CAMPO, CAPCO, Austin-San Antonio Corridor Council, TAC, and key business leaders.

(Oct. 2001)

- C. Facilitate three-day peer panel of national experts to analyze quality of life opportunities in context of expected growth and transportation investments. Experts will include, among others, ULI resource members, NACO representatives and select public officials from other communities facing similar growth, transportation and environmental issues such as Seattle, Phoenix and Denver. Panel activities will include an informational meeting with Commissioners Court.

(Nov. 2001)

- D. Prepare report for presentation to Commissioners Court worksession from peer panel input, providing recommendations for future County policies.

(Dec. 2001/Jan. 2002)

Exhibits D**Fee Schedule**

Initial assessment and cataloguing of current policies and focus group facilitation	\$10,000
Peer panel (5-7 participants: per diem, honoraria, travel, facilities)	\$20,000
Preparation/facilitation of Peer Panel	\$10,000
Analysis of peer panel input and preparation of final report, for presentation to Commissioners Court.	\$7,500
Contingency (10%)	<u>\$4,750</u>
TOTAL:	\$52,250

AGENDA ITEM 53

Discuss and take any appropriate action on road bond program.

The Williamson County Commissioners received an analysis on the county's wooden bridges from WHM Transportation Engineering Consultants and Alliance-Texas Engineering Company. Mike Weaver of Prime Strategies discussed the need for replacement of bridges.

Moved: **Commissioner Heiligenstein**

Seconded: **Commissioner Boatright**

Motion: To prioritize the top ten bridge projects, and identify funding from TxDOT, focusing on bridges that include school bus routes.

Vote: 5 - 0

< Attachment >

The Croslin Group

FOR IMMEDIATE RELEASE

**CONTACT: Peg Croslin
512/338-1777**

THE BRIDGES OF WILLIAMSON COUNTY COULD USE SOME REPAIR

GEORGETOWN... On Tuesday, Sept. 4, Williamson County Commissioners will receive an analysis of the condition of the county's 26 wooden bridge structures and the news is not especially good.

The Wooden Bridge Assessment Draft Report was a joint effort of WHM Transportation Engineering Consultants and Alliance Texas Engineering Company. The 26 wooden bridge structures were photographed and investigated before a preliminary review was completed that resulted in a summary table with a description of the apparent operational/safety problems, daily traffic volumes, school bus routing and current bridge condition.

The projects were ranked by replacement priority by the two firms. The prioritization list was developed based on a scoring system, which includes: overall bridge condition, bus route information, load restrictions, daily traffic volumes, bridge length and width, and edge treatments.

When faced with the grim news from the draft report, Commissioner Frankie Limmer stated, "We knew this would not be a glowing report, but rather a game plan of where we should focus our public safety funds," he added, "Our ability to react quickly to fix these problems will have us all sleeping a little better."

Funds for this project came from a portion of the \$350 million County Bond Package voters approved last year. Public Safety Funds will be used to repair the structures that are deemed unsafe for the traveling public.